

## Inspection Report with SI&A Data

**Structure Description:** 71.83 Foot - Single Span Concrete Frame (except frame culverts)

**2 District:** 05      **3 County:** Jefferson      **16 Latitude:** 38°14'32.00"      **7 Longitude:** 85°41'15.00"

**7 Facility Carried:** ALTA VISTA RD

**Milepoint:** 0.220

**6A Feature Intersected:** I-64 WB

**9 Location:** .25 MI S OF JCT US 60

NBI	X
Element	X
Fracture Critical	
Underwater	
Special	

**Structure Description:** 71.83 Foot - Single Span Concrete Frame (except frame culverts)

NBI CONDITION RATINGS	
<b>58 Deck:</b> 6	<b>61 Channel:</b> N
<b>59 Superstructure:</b> 6	<b>62 Culvert:</b> N
<b>60 Substructure:</b> 6	<b>Sufficiency Rating:</b> 78.8

GEOMETRIC DATA	
<b>48 Max Length Span:</b>	64.531 ft
<b>49 Structure Length:</b>	71.826 ft
<b>32 Approach Roadway:</b>	27.900 ft
<b>33 Median:</b>	(0) No Median
<b>34 Skew:</b>	6°
<b>35 Flare:</b>	No Flare
<b>50A Curb/Sidewalk Width L:</b>	0.750 ft
<b>50B Curb/Sidewalk Width R:</b>	0.750 ft
<b>47 Horiz. Clearance:</b>	28.500 ft
<b>51 Width Curb to Curb:</b>	28.500 ft
<b>52 Width Out to Out:</b>	32.666 ft
<b>48 Max Length Span:</b>	64.531 ft

DESIGN	
<b>Substandard:</b>	No
<b>Fracture Critical:</b>	No FC Details
<b>43A Main Span Material:</b>	(1) Concrete
<b>43B Main Span Design:</b>	(07) Frame
<b>45 Number of Spans Main:</b>	1
<b>44A Approach Span Material:</b>	Not Applicable
<b>44B Approach Span Design:</b>	Not Applicable
<b>46 Number of Approach Spans:</b>	0
<b>107 Deck Type:</b>	(1) Concrete-Cast-in-Place
<b>108A Wearing Surface:</b>	(1) Monolithic Concrete
<b>108B Membrane:</b>	(0) None
<b>108C Deck Protection:</b>	(0) None
<b>Overlay Y/N:</b>	No
<b>Overlay Type:</b>	None
<b>Overlay Thickness:</b>	0.000 in
<b>Overlay Date:</b>	

ADMINISTRATIVE	
<b>27 Year Built:</b>	1970
<b>106 Year Reconstructed:</b>	0
<b>42A Type of Service On:</b>	(1) Highway
<b>42B Type of Service Under:</b>	(1) Highway
<b>37 Historical Significance:</b>	(5) Not Eligible
<b>21 Maintenance Responsibility:</b>	(01) State Hwy Agency
<b>22 Owner:</b>	(01) State Hwy Agency
<b>101 Parallel Structure:</b>	(L) Left Of II Structure
<b>52 Width Out to Out:</b>	32.666 ft

APPRAISAL	
<b>36A Bridge Railings:</b>	(0) Substandard
<b>36B Transitions:</b>	(0) Substandard
<b>36C Approach Guardrail:</b>	(1) Meets Standards
<b>36D Approach Guardrail Ends:</b>	(0) Substandard
<b>71 Waterway Adequacy:</b>	(N) Not Applicable
<b>72 Approach Alignment:</b>	(8) Equal Desirable Crit
<b>113 Scour Critical:</b>	(N) Not over Waterway
<b>Recommended Scour Critical:</b>	(N) Not over Waterway

CLEARANCES	
<b>10 Vert. Clearance:</b>	99.999 ft
<b>53 Min. Vert. Clearance Over:</b>	99.999 ft
<b>54A Vert. Under Reference:</b>	(H) Hwy beneath struct.
<b>54B Min. Vert. Underclearance:</b>	21.909 ft
<b>55A Lateral Under Reference:</b>	(H) Hwy beneath struct.
<b>55B Min. Lat. Underclearance R:</b>	20.000 ft
<b>56 Min. Lat. Underclearance L:</b>	20.000 ft

LOAD RATINGS	
<b>63 Operating Type:</b>	(1) Load Factor (LF)
<b>64 Operating Rating:</b>	60.0 tons
<b>65 Inventory Type:</b>	(1) Load Factor (LF)
<b>66 Inventory Rating:</b>	36.0 tons
<b>Truck Capacity Type I:</b>	tons
<b>Truck Capacity Type II:</b>	tons
<b>Truck Capacity Type III:</b>	tons
<b>Truck Capacity Type IV:</b>	tons

POSTINGS	
<b>41 Posting Status:</b>	(A) Open, No Restriction
<b>Signs Posted Cardinal:</b>	No
<b>Signs Posted Non-Cardinal:</b>	No
<b>Field Postings Gross:</b>	-1 tons
<b>Field Postings Type I:</b>	-1 tons
<b>Field Postings Type II:</b>	-1 tons
<b>Field Postings Type III:</b>	-1 tons
<b>Field Postings Type IV:</b>	-1 tons

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### 38: Re Concrete Slab

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
SQ.FT	2,346	1,446	62%	900	38%	0	0%	0	0%

The top of the slab has exposed aggregate with wear and some transverse, random, and map cracking. There are longitudinal cracks at the south end in the center of both lanes. Deck has deterioration/minor spalling beginning adjacent the the steel angle armored edge at the north bridge end.

Soffit copings have some minor deterioration/spalling, some with exposed reinforcement. There is a small spalled area near the south abutment over the south lane on the east end (2 SF).

### 215: Re Conc Abutment

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	66	58	88%	8	12%	0	0%	0	0%

Minor cracks and small areas of deterioration/spalling in legs/stems of rigid frame (considered as abutments for this element level inspection). South abutment (A1) has 2 minor spalls near the east end. (2 LF A1, 6 LF A2) Stone facings have some minor deterioration and/or scaling.

### 301: Pourable Joint Seal

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	29	0	0%	0	0%	29	100%	0	0%

South bridge end has a pourable joint seal between the approach slab and the end of the bridge deck over the south abutment (A1). Joint is in poor condition - the sealant has been pulled out of the joint across the northbound/east lane and the remainder of the seal still in place is torn, deteriorated and has loss of adhesion.

### 330: Metal Bridge Railing

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	144	144	100%	0	0%	0	0%	0	0%

Bridge railing is composed of a concrete plinth with a stone cap and aluminum tubular railing. NDN.

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**331: Re Conc Bridge Railing**

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	144	126	88%	18	13%	0	0%	0	0%

Bridge railing is composed of a concrete plinth with a stone cap and aluminum tubular railing. Minor cracking/deterioration of the concrete and cap stones. (10 LF West, 8 LF East). The NE approach guardrail has collision damage.

**803: Curb**

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(LF)	144	90	63%	54	38%	0	0%	0	0%

Curbs have exposed aggregate, popouts, and minor cracks/deterioration. West curb has about 6 ft. of cracking along the top around mid-span. (35 LF West. 19 LF East)

**851: Transitions**

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	0	0%	0	0%	1	100%

Asphalt approach has deterioration/settlement with an elevation difference of approximately 1 in. at the north abutment (A2). Concrete approach slab at A1 has a 1 ft x 1 ft x 1 in spall in the SB lane.

**859: Vegetation**

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(EA)	1	0	0%	1	100%	0	0%	0	0%

Trees and brush need to be cut around abutments, especially A2.

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### STRUCTURE NOTES

-Alta Vista Road runs from south to north, Maple Road to the south and Shelbyville Road/US 60 to the north (this agrees with I-64 EB going east). TK 4/10/2013

-This bridge is actually a single span rigid frame over I-64 WB.

-Immediately south of it is a "structural slab" and bridge 056B00146R over I-64 EB. (Plans show the structural slab supported by the paving notches of both bridges.) TK 4/10/2013

-There is no specific element level condition state assessment of concrete rigid frame bridges. Elements utilized to best describe this rigid frame during this inspection comply with the 2012 BIRM recommendations. TK 4/10/2013

### INSPECTION NOTES

Some minor erosion around the right-of-way fence and the outside of the northwest wing. I-64 WB guardrail on the north side under the bridge is deteriorated with section loss and needs to be replaced. Standard inspection performed on 04/15/2015 by L. Boller and A. Porter (DLZ).

### WORK

**Action:** 1000 - Approach Railing-Repair

Generated by user &quot;LBOLLER&quot; on 4/15/2015 - Replace portion of NE approach railing that has collision damage.